Number of aircrafts with Indian Airlines by the end of 1993

2845. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of the A-320 aircraft expected to join the Indian Airlines fleet by the end of 1993;

(b) what is the existing number of A-320 aircraft with Indian Airlines and how many of these aircraft would require replacement by the end of 1993;

(c) what is the number of Boeing 737 aircraft that have since been grounded permanently and those which are currently in operation; and

(d) how Government propose to manage the operations growth in passenger traffic by 1993?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Seven.

(b) At present Indian Airlines has 18 A-320 aircraft of which none is due for replacement by the end of 1993.

(c) All the 23 Boeing 737 aircraft in the fleet of Indian Airlines are currently in operation.

(d) The growth in passenger traffic in 1993 would be met with the induction of seven new A-320 aircraft.

Visit by foreign tourists to Assam

2846. SHRI BHADRESWAR BURAGOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of foreign tourists that visited Assam during 1991-92; and

(b) what are the total number of applications from the foreign tourists received by the Government for visiting Assam?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) According to the information available from the State Government the number of foreign tourists who visited Assam during 1991 is estimated to be 385.

(b) The relevant statistics are not available.

Air India flight recalled after one hour

2847. SHRI SURESH KALMADI: SHRI BHUBANESWAR KALITA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the New York bound Air India flight with 364 passengers was recalled one hour after it had taken off from the Indira Gandhi International Airport on 2-3-1992; and

(b) if so, what are reasons therefor and whether any action has been taken for lapse on this account?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) On March 2, 1992 the New York bound Air India flight which took off from Indira Gandhi International Airport was recalled after 1 hour 35 minutes when it was noticed that one piece of checked baggage of a passenger, who had missed the flight, was on board. This was done as a matter of abundant security precaution. The official responsible has been placed under suspension and departmental proceedings instituted against him.

Indian Pilots Guild's Directives to Air India Management

2848. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Pilots Guild has issued a directive to Air India Management to allocate a crew of two commanders and one first officer for every long distance flight failing which they would not operate on such sectors; and

(b) if so, what is the reaction of Government in respect thereto?

THE MINISTER OF CIVIL

AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA):(a) The Indian Pilots Guild (IPG) had issued a directive on 3rd March, 1992 asking their members not to undertake flights without two commanders and one first officer of flights with scheduled flight time beyond nine hours on 747 and Airbus A300 aircraft and two commanders and one first officer with scheduled flight time beyond eight hours on Airbus A310 aircraft.

(b) At a meeting held between the Management and the IPG on 6th March, 1992 before the Regional Labour Commissioner (Central), it was decided that a Committee would be constituted consisting of the representatives of Senior Management Officials and the representatives of IPG to discuss various pending issues, on or before 6th April, '92. In view of the above, the IPG agreed to keep their directive in abeyance till 8th April, '92.

Development of Spiti and Kinnour Valleys in Himachal Pradesh

2849. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Spiti and Kinnour valleys in Himachal Pradesh have great potential for tourist attraction;

(b) if so, the steps already taken or proposed to be taken for boosting tourism in these areas particularly to attract foreign tourists; and

(c) what is the quantum of Central aid likely to be given to the State in this regard during the current year?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c) Development and promotion of tourism is primarily the responsibility of the State Governments. However, the Central Department of Tourism extends financial assistance to the State Governments on specific proposals based on their merit, availability of funds and inter-se priorities.

The State Government have not submitted any proposal to the Central Department of Tourism for development of Spiti and Kinnour Valleys.

Assessment of profit / loss of Vayudoot

2850. SHRI S.S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer of Unstarred Question 38 given in the Rajya Sabha on the 25th February, 1992 and state:

(a) what had been the objective behind the formation of Vayudoot in domestic airways service;

(b) whether Vaydoot have been expanding gradually its area of operation since its inception; and

(c) if so, the details thereof period wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The primary objective for the formation of Vayudoot was to connect remote and inaccessible areas including the North Eastern Region and to provide a feeder service to Indian Airlines and Air India.

(b) and (c) The number of stations in the operational network of Vayudoot since its inception is given below:—

Year	No. of stations in the operational network	Year	No. of stations in the operational network
1981-82	08	1987-88	92
1982-83	18	1988-89	98
1983-84	23	1989-90	105

Year	No. of stations in the operational network	Year	No. of stations in the operational network
1984-85	28	1990-91	48
1985-86	51	1991-92	45
1986-87	84	(March)	